

1. (currently amended) Vehicle suspension comprising a pair of leaf springs ~~located or~~ locatable on respective opposed sides of a vehicle chassis and extending longitudinally thereof, and an anti-roll device which is arranged to extend transversely of the vehicle chassis, and means mounting opposed ends of the anti-roll device rigidly to respective ones of the pair of opposed leaf springs.

2. (original) Suspension according to claim 1, wherein said mounting means is arranged to clamp the opposed ends of the anti-roll device rigidly to respective ones of the opposed leaf springs.

3. (currently amended) Suspension according to claim 1 [[or 2]], wherein the anti-roll device has its opposed ends mounted rigidly by said mounting means to any position along the lengths of the pair of opposed leaf springs.

4. (cancelled)

5. (cancelled)

6. (cancelled)

7. (cancelled)

8. (new) Suspension according to claim 2, wherein the anti-roll device has its opposed ends mounted rigidly by said mounting means to any position along the lengths of the pair of opposed leaf springs.

9. (new) Suspension according to claim 3, wherein the anti-roll device has its opposed ends mounted rigidly to said mounting means to at least one end of the leaf springs.

10. (new) Suspension according to claim 1, wherein the opposed ends of the anti-roll device are offset from the neutral plane in bending of each of the opposed leaf springs by means of spacers.

11. (new) Suspension according to claim 2, wherein the opposed ends of the anti-roll device are offset from the neutral plane in bending of each of the opposed leaf springs by means of spacers.

12. (new) Suspension according to claim 3, wherein the opposed ends of the anti-roll device are offset from the neutral plane in bending of each of the opposed leaf springs by means of spacers.

13. (new) Suspension according to claim 9, wherein the opposed ends of the anti-roll device are offset from the neutral plane in bending of each of the opposed leaf springs by means of spacers.

14. (new) Suspension according to claim 1, wherein said mounting means provides a comparatively large clamping area between said mounting means and the anti-roll device.

15. (new) Suspension according to claim 2, wherein said mounting means provides a comparatively large clamping area between said mounting means and the anti-roll device.

16. (new) Suspension according to claim 3, wherein said mounting means provides a comparatively large clamping area between said mounting means and the anti-roll device.

17. (new) Suspension according to claim 9, wherein said mounting means provides a comparatively large clamping area between said mounting means and the

anti-roll device.

18. (new) Suspension according to claim 10, wherein said mounting means provides a comparatively large clamping area between said mounting means and the anti-roll device.

19. (new) Suspension according to claim 1, wherein the anti-roll device comprises a beam, bar or tube.

20. (new) Suspension according to claim 2, wherein the anti-roll device comprises a beam, bar or tube.

21. (new) Suspension according to claim 3, wherein the anti-roll device comprises a beam, bar or tube.

22. (new) Suspension according to claim 9, wherein the anti-roll device comprises a beam, bar or tube.

23. (new) Suspension according to claim 10, wherein the anti-roll device comprises a beam, bar or tube.

24. (new) Suspension according to claim 14, wherein the anti-roll device comprises a beam, bar or tube.